

CHINA



MAIL.

Established February, 1845.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4875.

號十月七年七十七百八千一英

HONGKONG, TUESDAY, JULY 10, 1877.

日十三月五年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GUTHRIE, Ludgate Circus. E. C. BATES, HENRY & CO., 4, Old Jewry. E. C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.
NEW YORK.—ANDREW WILD, 138, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTHRIE, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.
CHINA.—SWATOW, QUELOH & CAMPBELL, Amoy. WILSON, NICHOLS & CO., Foochow. HEDEN & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALSH, Manilla, C. HENDERSON & CO., Macao, L. A. DA GRAGA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.
Deputy Chairman.—F. D. SASSOON, Esq.
E. R. BEILSON, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. ED. TOBIN, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq. Manager.

Shanghai, .. EYEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.

MR. WILHELM CARL ENGEL, BRECHT von PUSTAU, Junior, and Mr. CONRAD MUNRO DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WIL PUSTAU & Co.,
Hongkong, Canton, Shanghai.

Hongkong, April 10, 1877. jy18

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GIBBS, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.
China, June 1, 1877. del

NOTICE.

MR. F. C. DITMER is authorized to Sign our Firm per Procuration.
SANDER & Co.
Hongkong, June 23, 1877.

NOTICE.

MR. EDWARD BURNES will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyds Register of Shipping.

2, Club Chambers,
Hongkong, March 17, 1877. 8918

Notices of Firms.

NOTICE.

MR. D. MOSS and Mr. H. JOHNSTON have This Day been ADMITTED PARTNERS in the Firm of THOS. HOWARD & Co., Merchants, London and Hongkong.

THOS. HOWARD & Co.
Hongkong, July 9, 1877. jy23

NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.
Hongkong, June 6, 1877.

NOTICE.

BY Mutual Consent, the Firm of FREERES, RODATZ & Co. has been DISSOLVED on This Day.

R. FREERES,
G. C. F. RODATZ.
Hongkong, June 30, 1877.

THE Undersigned, Establishing themselves This Day as SHIPHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of FREERES, RODATZ & Co.

G. C. F. RODATZ,
O. KOCH.
Hongkong, July 2, 1877. au2

NOTICE.

I HAVE This Day Established myself as SHIPBROKER.

ROBERT DROSS.
Hongkong, June 25, 1877. jy21

For Sale.

AERATED WATERS, IN CODD'S PATENT GLASS STOPPERED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only

FORTY CENTS Per Dozen.

SARSAPARILLA WATER,
75 Cents per Dozen.

ED. CHASTEL,
2, Wyndham Street, opposite the HONGKONG CLUB.

Hongkong, June 30, 1877. jy30

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.

A POLLINARIS WATER, in Cases of 50 Large Stone Bottles, \$9 per Case.

WIBLER & Co.
Hongkong, July 4, 1877. jy11

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Part I., A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EYRE, Ph.D. Tubingen.

Price: Two DOLLARS and a HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai, and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 50 A, Queen's Road, on WEDNESDAY, the 23rd July instant, at 3 o'clock in the Afternoon, for the purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, July 3, 1877. jy28

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of July instant, both days included.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, July 3, 1877. jy28

Intimations.

SEALED TENDERS will be Received by the Undersigned until Noon on SATURDAY, the 14th Instant, for Building A FIRE ENGINE HOUSE, at H. M. NAVAL YARD.

Plan and Specification may be seen and further information obtained on Application.

JOHN BRENNER,
Naval Storekeeper.

Hongkong, July 2, 1877. jy14

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eleventh Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 17th to 31st Instant, both days inclusive.

By Order,
W. H. RAY,
Secretary.

Hongkong, July 9, 1877. jy31

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st Instant, at 3.30 p.m., in order to take into consideration a Special Resolution to add a Regulation to the existing Articles of Association of the Company, authorizing the Company so far to modify the conditions contained in its Memorandum of Association, as by subdivision of its existing Shares to divide its Capital into Shares of smaller amount than is fixed by its Memorandum of Association, in accordance with the provisions of Sections XX and XXI of "The Companies Ordinance 1877."

By Order,
W. H. RAY,
Secretary.

Hongkong, July 9, 1877. jy31

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 16th to the 28th Instant, both days inclusive.

A. NEWTON,
Manager.

Hongkong, July 2, 1877. jy29

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of Net Profits reserved for Contribution of the Year may be made.

Rebates not rendered prior to the 31st August next will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, May 1, 1877. 861

NOTICE.

THE Undersigned regret to inform their Customers, that in consequence of the VERY GREAT ADVANCE in the PRICE of FLOUR, they will be compelled to RAISE the Price of their First Quality BREAD One Cent per Pound, Commencing from the 1st July, 1877.

HONGKONG AND CHINA BAKERY Co., LIMITED.

LANE, CRAWFORD & Co.,
General Managers.

DORABJEE NOWROOJE.
Hongkong, June 21, 1877. jy21

NOTICE TO MARINERS.

No. 72.

CHINA SEA.

FOOCHOW DISTRICT.

Pihquan Harbour Rock.

NOTICE is hereby given that Captain WILLIAMS, of Messrs BUTTERFIELD and SWIRE's Steamer, the "CHEFPOO," observed on the 24th May last, a Rock on which a heavy Sea at flood was breaking in mid-channel at the entrance to Pihquan Harbour. The islet, off the South end of Chinguan Island, bore from the Rock W. by N. and Pihquong Rock Point, to the West of Pihquong Island, bore N. by E. magnetic. This information has been received from Mr. W. W. HARRISON, TAFE, H. B. M.'s Registrar of Shipping.

By Order of the Inspector General of Customs,
DAVID M. HENDERSON,
Inspector-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, June 23, 1877. jy24

Intimations.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE POST of SECRETARY will become Vacant on 1st August next. Applications, addressed to the CHAIRMAN, will be Received up to Noon of the 21st July, prox. Salary, \$1,500 per Annum. Hongkong, June 23, 1877.

NOTICE.

ALL CLAIMS against British Ship "DAFINE," must be sent in to the Undersigned before Noon on WEDNESDAY, the 11th Instant; or they will not be recognized.

MEYER & Co.,
Agents.

Hongkong, July 9, 1877. jy11

Intimations.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 23, 1877.

Intimations.

DR. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 25th.

Office, No. 7, 4th Battery Road.

Hongkong, June 20, 1877.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current Rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East.

BIRLEY & Co.,
Agents.

Hongkong, May 21, 1877. au22

NOTICE.

MRS. G. B. FALCONER, Widow and Administratrix of the late G. B. FALCONER (sole and only Partner of the Firm of GEORGE FALCONER & Co., Watch Manufacturers, Jewellers, &c., &c., Hongkong), and Mr. MATTHEW FALCONER, Brother of the Deceased, beg respectfully to intimate that they have agreed to CONTINUE the BUSINESS so long carried on by the late Mr. FALCONER.

In making this announcement, they have pleasure in stating that they have made such arrangements that the efficiency and high reputation formerly enjoyed by the Firm, will be maintained in its entirety in all its branches.

The Stock, as hitherto, will consist of EVERY ARTICLE of the BEST QUALITY and WORKMANSHIP, and they hope to be favoured with a continuance of that patronage which was so liberally extended to the late Mr. FALCONER, and, in soliciting such, no efforts will be wanting to inspire that confidence on the part of their Customers which was so marked a feature in the Business as formerly conducted.

The Business will be carried on in the old Premises under the same Name and Style as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. au2

A THOROUGH CORRESPONDENT and ARITHMETICIAN Desires an ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 23, 1877.

Auctions.

SPANISH CONSULATE.

TO be sold by PUBLIC AUCTION, at the Office of the Marine Department, Mailla, on the 6th day of September next, at 10 o'clock a.m., the Spanish War Vessels "BERENGUELA" and "CIROE" (declared by the Government "useless for further service").

Conditions of Sale: Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Office of this Consulate.

The upset Prices of the Vessels will be for the Frigate "BERENGUELA" ... \$20,426.98

Corvette "CIROE" ... \$ 6,278.27

and no offer will be received which does not exceed these amounts.

A. FARAUDO,
Consul for Spain.

Hongkong, June 12, 1877. jy12

Shipping.

Steamers.

FOR SYDNEY & MELBOURNE. The Eastern and Australian Mail Steam Co.'s Steamer "SOMERSET" will be despatched as above, from SINGAPORE on or about the 23rd Inst.

For Freight, apply to the Undersigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 7, 1877. jy14

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "YESSO," Capt. S. ASHTON, will be despatched for the above Ports on WEDNESDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co.

Hongkong, July 9, 1877. jy11

FOR SINGAPORE, PENANG AND CALCUTTA. The British Steamship "ARRATON APOAR," Capt. A. B. MACFARLANE, will leave this for the above Ports on SATURDAY Next, the 14th Inst., at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 6, 1877. jy14

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship "VENICE," Capt. RAOOD, will leave for the above Ports on SATURDAY, the 14th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, July 6, 1877. jy14

FOR MANILA. The Steamship "ESMERALDA," Capt. THIBAUD, will have immediate despatch for the above Port.

For Freight or Passage, apply to A. MACG. HEATON.

Hongkong, July 9, 1877.

FOR FOOCHOW. The Steamship "MECCA," Capt. JOHNSON, will have immediate despatch for the above Port.

For Freight or Passage, apply to A. MACG. HEATON.

Hongkong, July 5, 1877.

FOR YOKOHAMA. The British Steamer "LOTUS," Capt. McNAB, will leave for the above Port on or about the 14th Instant.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 5, 1877.

Sailing Vessels.

FOR LONDON.

The A 1 British Bark "STANFIELD," having the greater portion of her Cargo engaged, will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 20, 1877. jy29

FOR NEW YORK.

The A 1 American Schooner "PANOLA," LUTY, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 23, 1877. jy23

FOR SAN FRANCISCO.

The A 1 British Barque "FORMOSA," P. HYLAND, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 14, 1877. jy14

FOR NEW YORK.

The A 1 American Ship "HIGHLANDER," HUTCHINSON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 24, 1877.

FOR NEW YORK.

The A 1 British Ship "HANNAH LAW," ROBERT GRAY, Master, will load here, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 2, 1877.

FOR NEW YORK.

The A 1 American Ship "MATCHLESS," J. C. DAVES, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 23, 1877.

Shipping.

Sailing Vessels

Intimations.

PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,
HAS on hand the Largest and Best
collection of Views of China, Pho-
tographs Albums, Frames, Cases, &c., of
assorted sizes. Ex S. S. Radnorshire a
supply of very handsome Enamel Albums of
Russia and Velvet Covers, assorted sizes.
Illuminated Albums for Portraits. Tobacco
Pouches, in Shape of Skulls, Rats, &c.,
and a nice choice of Gilt Mountings for
Frames, &c.
Hongkong, March 28, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour.—

HANNAH LAW, British ship, Captain R.
Greig.—P. & O. S. N. Co.
HIZONIMUS, British brig, Capt. T. A.
Koch.—Landstein & Co.

ROBT. HENDERSON, British barque, Capt.
John J. Gunn.—Vogel, Hagedorn & Co.
BROWN BROTHERS, American ship, Capt.
D. S. Goodell.—P. & O. S. N. Co.

MARBLESS, American ship, Capt. John
C. Dawes.—Douglas LaPraik & Co.
VISCOUNT MADOFF, British 3-m. schooner,
Capt. Wm. Wright.—Borneo Co., Limited.

CORINNE, British barque, Captain Wm.
Robertson.—Wieler & Co.
JOTUN, Norwegian ship, Capt. P. Hauff.
—Melchers & Co.

LEADING WIND, American ship, Captain
F. M. Hinkley.—Meyer & Co.
CHARLOTTE ANDREWS, British barque,
Captain George Place.—Rosario & Co.

LOUISA, German 3-m. schooner, Captain
H. Schierloh.—E. Schellhaas & Co.
JALO, Russian ship, Capt. C. F. Moberg.
—Order.

MARIE LOUISE, German barque, Captain
D. Davidson.—Wm. Postau & Co.
MAY, British 3-m. schooner, Captain L.
Plunz.—Olyphant & Co.

ANTIE S. HALL, American 3-m. schooner,
Captain C. H. Nelson.—Douglas LaPraik
& Co.
ETNA, British bark, Captain Braithwaite.
—Arnhold, Karberg & Co.

E. M. YOUNG, British barque, Captain
R. McMillan.—Gillman & Co.

To-day's Advertisements.

OCCIDENTAL & ORIENTAL S. S.
COMPANY.

NOTICE.

CONSIGNEES of Cargo by Steamship
GAELIC, are hereby notified that
their Goods are being landed and stored at
their risk in the Company's Godowns at
West Point, from whence delivery can be
obtained upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 16th
Instant will be subject to rent.

No Fire Insurance has been effected.
G. B. EMORY,
Agent.

Hongkong, July 10, 1877.

PIANO TUNING, REPAIRING, &c.

LADIES and GENTLEMEN Desirous of
having their PIANOS REPAIRED
by the Underigned, will please oblige with
early orders, as he is about to Return to
SHANGHAI.

Orders may be left with Messrs LANE,
CRAWFORD & Co., or Messrs GAUFF & Co.
A. HAHN.

Hongkong, July 10, 1877.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ASMALA, PORT SAID, NAPLES,
AND MARSEILLES;

ALSO,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 21st July,
1877, at Noon, the Company's S. S.
ANADYR, Commandant MOREAU,
with PASSENGERS, FREIGHT,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 20th July, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

Hongkong, July 10, 1877.

Agent.

SHIPPING.

ARRIVALS.

July 10, Ambato, British steamer, 870,
Brown, Saigon July 8, Rice.—A. MAUG,
Hagdon.

July 10, Gaelic, British steamer, 1718,
Wm. H. Kilday, San Francisco June 9, and
Yokohama July 2, Mails and General.—
P. & O. S. N. Co.

July 10, Charlotte, British steamer, 788,
Plange, Saigon July 4, Rice.—Olyph.
July 10, Hollander, British barque,
from Whampoa.

DEPARTURES.

July 10, Danube, for Bangkok.

10, Tansai, for Yokohama.

10, Pitho, for Shanghai.

10, Alalante, for Shanghai, &c.

10, Brown Brothers, for Puget Sound.

10, St. Anne, for Newchwang.

10, Hieronimus (brig), for Tientsin.

10, Friedrich Pfeiffer, for Nikolofsk.

CLEARED.

Corinne, for Newchwang.
Yaso, for Coast Ports.
Pitho, for Whampoa.
Fernower, for Saigon.
Osaka, for Bangkok.
Fleetwing, for New York.
Lorne, for Yokohama and Hogo.
Washi, for Hothow.
Ocean, for Foochow.

PASSENGERS.

ARRIVED.
Per Gaelic, from San Francisco, Messrs
G. B. Emory, and J. Y. V. Shaw, and 133
Chinese.
Per Charlton, from Saigon, 21 Chinese.

DEPARTED.
Per Tansai, for Yokohama: Hon. J.
Gardiner Austin; from Marseilles, Mr and
Mrs Pollard, Messrs Isaac and Sabach-
nikoff; from Naples, Messrs Myoschia and
Kavassima.

Per Pitho, for Shanghai: from Mar-
seilles, Col. Lee, Messrs Meyer and
Sentance; from Galle, Mr Fowler; from
Saigon, Messrs Michaud and Vidau.
Per Danube, for Bangkok, 140 Chinese.
Per Brown Brothers, for Puget Sound,
7 Europeans.

TO DEPART.
Per Fernower, for Saigon, 1 European.
Per Fleetwing, for New York, 1 Euro-
pean.
Per Washi, for Halphong, 50 Chinese.

SHIPPING REPORTS.

The British steamer Ambato reports:
First part moderate variable winds and
heavy rain, latter part calm and cloudy.
The O. & O. S. S. Gaelic, Capt. W. H.
Kilday, left San Francisco June 9th at
noon, had light variable winds to the
Meridian, thence fresh S.W. and West to
arrival at Yokohama on the 1st July. Ex-
perienced thick fog off the coast of Japan,
had to lay to for 11 hours waiting for it to
clear off, left Yokohama at 7 p.m. on the
2nd July, experienced light winds and
calm at 1 p.m. Signalled German barque
Frederick on the 8th inst., in Lat. 23.27 N.
Long. 120.17 E. July 6th 8.30 a.m. re-
ceived the crew of six men from a disabled
Liu Kiu junk.

CARGO.

Per S. S. Monaleus, Hongkong to London,
sailed 6th July, 1877.—184,741 lbs. Canton
Congon, 204,045 lbs. Canton Sa Or. Pekon,
228,267 lbs. Canton Scented Capes, and
55,445 lbs. Canton Sorts.—Total 655,498
lbs. From Swatow, 25,764 lbs. Colong and
2,262 lbs. Congon. 100 pkgs. Waste Silk,
241 pkgs. Matting, and 284 pkgs. Sun-
dries.

POST OFFICE NOTIFICATIONS.

MAILS will close.—

For YOKOHAMA and HOGO.—
Per LORNE, at 9.30 a.m. To-morrow,
the 11th inst., instead of as pre-
viously notified.

For SWATOW, AMOY & FOOCOW.—
Per YESSO, at 11.30 a.m., on Wednes-
day, the 11th inst.

For STRAITS SETTLEMENTS.—
Per THALES, at 8.30 p.m. To-morrow,
the 11th inst., instead of as pre-
viously notified.

For SAIGON.—
Per FLINTSHIRE, at 5 p.m., on Wed-
nesday, the 11th inst.

For STRAITS SETTLEMENTS AND
CALCUTTA.—
Per VENICE and ARRATON AP.
CAR, at 2.30 p.m., on Saturday,
the 14th inst.

The following will be the hours of closing
the Mails, &c.:—

Friday, 13th inst.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night
Box, which remains open all night.

Saturday, 14th inst.—
7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with
Late Fee of 18 cents extra
to Postage till

11 a.m., when the Post Office CLOSSES
entirely.

11.30 a.m., Letters (but Letters only,
addressed to the United Kingdom
via Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 43 cents extra postage,
till

11.50 a.m., when the Mail is finally
closed.

Hongkong, July 2, 1877.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet CATHAY
will be despatched with the Mails
for Europe, &c., on SATURDAY, the
14th inst.

The following will be the hours of closing
the Mails, &c.:—

Friday, 13th inst.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night
Box, which remains open all night.

Saturday, 14th inst.—
7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with
Late Fee of 18 cents extra
to Postage till

11 a.m., when the Post Office CLOSSES
entirely.

11.30 a.m., Letters (but Letters only,
addressed to the United Kingdom
via Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 43 cents extra postage,
till

11.50 a.m., when the Mail is finally
closed.

Hongkong, July 2, 1877.

MAILS BY THE TORRES STRAITS PACKET.—
The Contract Packet CATHAY, will be
despatched from Hongkong on SATUR-
DAY, the 14th inst., with Mails for
Singapore, Somerset, Cooktown, Cleve-
land Bay, Bowen, Keppel Bay, Bris-
bane, Sydney, Tasmania, New Zea-
land, and Melbourne.

Correspondence cannot be Registered after
10 a.m.

The Mails will be closed at 10 a.m. Late
Letters, 10 to 11.

Correspondence for Southern Australia can
be sent by this route if desired, but
as a general rule it is better to send
it via Galle.

Hongkong, July 8, 1877.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet GAELIC
will be despatched on TUESDAY,
the 17th inst., with Mails for
Japan, San Francisco, and the United
States, which will be closed as fol-
lows:—

4 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

4.20 p.m. Correspondence for Japan the
United States or Union Coun-
tries only may be posted on
board the Packet with Late
Fee of 12 cents extra postage
until

2.50 p.m. when the Mail is finally closed.

Hongkong, July 8, 1877.

POST OFFICE NOTIFICATIONS.

MAILS BY THE FRANCE PACKET.—

The French Contract Packet ANADYR,
will be despatched from Hongkong
on SATURDAY, the 14th inst.,
with Mails for and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Pondicherry, Ma-
dras, Calcutta, Bombay, Aden, Suez,
and Alexandria.

The following will be the hours of closing
the Mails, &c.:—

Friday, 20th inst.—
5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, 21st inst.—
7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late
Letters.

11.10 a.m., Letters (but Letters only)
may be posted on payment of a
Late Fee of 18 cents extra postage,
until

11.30 a.m., when the Post Office CLOSSES
entirely.

Hongkong, July 6, 1877.

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers:—
VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

22, Sophie, New York

23, Carlitz, Cardiff (Brest Feb. 23)

24, Malpu, Glasgow v. S'pore

28, Janet Ferguson, Glasgow v. S'pore

2, Paracoe, Cardiff

8, Khedive, Antwerp

9, Pilgrim, London

15, Antwerp, Cardiff

15, George Orsshaw, Cardiff

17, D. M.B. Park, Sunderland v. S'pore

—Astrea, New York

19, Victoria, Swansea

19, C. W. Cochrane, Liverpool

20, Cygnus, Cardiff for Canton

20, Springfield, Cardiff

20, Warrior, Cardiff

20, Birling (s.), Cardiff

20, May Queen, Cardiff

27, Scindia, London

27, Fortuna (s.), Antwerp

29, Commissary, London

Apr. 8, Rota, Cardiff

4, Sodenham, Cardiff

7, Kaskow, London

10, St. Elmo, Cardiff

10, Adolph, Hamburg

10, Galatia, Cardiff

11, Benefactor, New York

11, Woodhall, Antwerp

11, S. Sandford, Cardiff

13, Vega, Hamburg

13, Penrhyn, Antwerp

14, Antipodes, Cardiff

14, Titan, Penarth

May 8, Staghound, Liverpool

4, James Shepherd, London

7, Woodville, Hamburg

10, David, Antwerp

11, Naworth, Antwerp

11, Papillon, Newcastle (N.S.W.)

12, Peruvian, Liverpool

12, Chandon, Cardiff

12, Alstra, Melbourne

12, Meteor, Hamburg

15, Sophie, Liverpool

15, F. d'Inard Brumm, London

16, Meteor, Hamburg

19, Melusine, Penarth

19, Oneida, London v. Cardiff

20, Hesperia (s.), Deal

26, Martha Jackson, Penarth

26, Alexandra, Liverpool

27, Kate Carnie, London

28, Patroclus (s.), Liverpool

30, C. R. Bishop, Falmouth

30, Clara, Cardiff

30, Clithrum, Penarth

AT SHANGHAI.

Dec. 27, Undine, London

Feb. 28, City of Aberdeen, London

Mar. 3, Caller Out, Cardiff

10, Sir Lancelot, London

15, Coldstream, New York

24, Wigton, London

28, Isle of Erin, Greenock

Apr. 6, Cores, London

6, Messinger, New York

7, Saracen, New York

10, F. B. Watson, New York

15, Strathairn, Sydney

18, Rachel, London

20, Duke of Abercorn, London

May 2, Goodell, New York

5, Abbey Cowper, London

12, Edward Barrow, Antwerp

19, Norman Court, Gravesend

30, Wyle, London

Mar. 16, Beale Morris, Swansea

20, C. F., Cardiff

27, Maxima, Swansea

Dec. 26, Indu, Greenock

Mar. 7, Alceas, Cardiff (S'p'k) Newcastle (N.S.W.)

25, Babylon, Newcastle (N.S.W.)

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Glenroy, Atholl.
Sailing Vessels.
Birchvale, Melborek.
Pella Mendelssohn, Elmstone.
Pugh-a-Ballagh, Lord of the Isles.
Leander.

At Liverpool.
Steuter (s.)
At Glasgow.
Ashmore.
At Cardiff.
Oreida.
At Sydney (for Shanghai).
Setaple.

General Memoranda.

THURSDAY, July 12.—

Transfer Books of H. C. & M. Steam-
boat Co. closed from this date till 25th
Instant, inclusive.

FRIDAY, July 13.—

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.
Goods per Atlantic undelivered after this
date subject to rent.

Goods per Lorne undelivered after this
date subject to rent.

SATURDAY, July 14.—

Noon.—English Mail leaves for Ports
of Call and

never be extinguished as long as Turkey holds territory in Europe. For years before the Herzegovinian insurrection broke out, the Russians had by means of agents both in Russia and Bucharest, the capital of Wallachia, engaged in fomenting revolutionary outbreaks amongst the Christian population of the province of Turkey; their efforts brought about partial insurrections, keeping up a smouldering flame between Turk and Christian, and only requiring official Russian interference to fan it into a vast conflagration. Just to show you that these revolutionary risings were not the results of Turkish rule, I may tell you that the Christian population of Epirus, Macedonia and Thessaly, who were treated in precisely the same way as the other Christian populations in Bulgaria and Herzegovina, have remained perfectly quiet since the Crimean war. The many petty revolutions in Bulgaria previous to the great one now popularly called "atrocities," were suppressed without much bloodshed, because the rest of the Turkish Empire was then at peace, and the fanaticism of the Mahometan population had not been aroused. But when came the bankruptcy of Turkey, and the impolicy of its ruler then, Sultan Hamid, it seemed a fitting opportunity for the Russians to hasten the dissolution of the Empire. Then follow the Serbian and Montenegrin insurrections, and we all know how many, both officers and men of the Russian army (though still remaining mind you, in the service of their Government), were allowed to join the Christian army against the Turks. From these few remarks it is clear to us then that the war going on now is not the result of a spontaneous national or religious movement, but is due simply to the action of Russia, working for her own ends, on the natural antagonism between Christians and Turks. Turkey could no longer stand by, and see Russia push herself into the very Government of her country, and so refusing to listen to all the proposals made by the other powers of Europe, and objecting to the demands of Russia, has once more without an ally declared war against Russia.

I now come to the military geography of Turkey in Europe, and will endeavour to explain how far Russia is impeded by the great distance she has to pass over between her own territory and her great object in view. We must presume that the object of the Russian army is to reach Constantinople.

There are two strong and clearly-defined lines of defence before that is reached. The course of the Lower Danube is the first, and 60 miles South and parallel to that comes the second, the Range of the Balkans, the latter strengthened by the fortress of Shumla, and the position that can be taken up by an army acting on the defensive, the line from Shumla to Varna via Pravadi. Between Kiovenoff, a large town on the Russian frontier line, and where her army was concentrated previous to her advance, and the Danube lies the provinces of Moldavia and Wallachia, which in Dec. 1861 were united under one Prince and Government, and called Roumania; this province is a dependent of the Porte, though a strong ally of Russia. The advance over what might be a great obstacle as such an extensive province as Roumania would naturally be, has of late years been considerably diminished. The railway uniting Kiovenoff with Odessa passed on to Jassy, crossed the Pruth at Skuljane and then passed on via Galatz and Bucharest to Giurgiovo on the Danube. Now we all know what a great advantage it must have been to the Russians to have found a ready-made railway right up to the very position they wanted to occupy. The possession of this line of communication, which the friendly attitude of Roumania secured, materially alters the former conditions of affairs which formerly so hampered and delayed the Imperial Commanders. It enables the Russians to rapidly and quietly move their invading army, by its railway, to the point of concentration, and from there, and wounded sent back. The town of Bucharest is a central point from which the Russian Commander can speedily send reinforcements to the advanced army on the Danube by means of the roads which now branch from it to the Danube, such as from Bucharest to Giurgiovo, both by road and rail, also to Oltenitza by a good road and also the river Dombowitza, and as you see on the map, it would take but a short time to send reinforcements even to Kalafat owing to their possession of a railway. The Russian army will have no necessity to leave troops to guard the line of their communications, as the Roumanian army would do that, so we find them arrived on the Danube without any impediment as regards the nature of the country. They leave their line of communications clearly opened in their rear with easy means of making a hasty and regular retreat if necessary.

Now we come to the first serious obstacle to the Russian advance, the River Danube. This river varies in breadth from 800 yards to a mile, is from 60 to 70 feet deep, in many places much less, and the ordinary current runs between two and three miles an hour. In the present day a river is no longer the formidable obstacle it used to be. Our appliances for conveying an army across have much improved of late years, and where a Commander would have hesitated years ago, he would not in the present day. But I must quote the words of a distinguished general of our army, who says "That the Danube possesses more than an ordinary obstacle to an army advancing from the north." I much regret that I am compelled to omit many details that would illustrate its defence, and the natural obstacle it is to an advancing army. The left bank, or that side occupied by the Russian army, is very low and marshy, intersected with water-courses and flooded during the rainy season. You will readily understand the nature of the soil at such a season, when I tell you that in October 1829, when the Russians, after an unsuccessful attempt to take Silistria, raised the siege and retired, and though unopposed, it took 200 men to move a single gun. Another instance descriptive of the difficulty in marching over the country on that side of the Danube. In 1828 the Russians determined and successfully accomplished the passage of the river at Satornovo, to accomplish which they had to lay down several miles of fascines, to enable them to reach the point where the bridge was thrown across. But you must not suppose that that is the present condition of the bank of the river for when it recedes, which it does after the rainy season, it becomes quite practicable for troops to march over, and the Commander in Chief would naturally choose that season to attempt the passage; the right bank of the Danube on the

opposite side, the height in some places as much as from 200 to 300 feet, and thus forms along its whole course from Widin, which we might assume will be the Western extremity of hostilities to Braila, on the Eastern side, a natural barrier, and thus the Turks find a great natural defence, only requiring art to complete an impassable barrier to the advance of Russian forces. How far they have availed themselves of this advantage I will point out later on.

We now arrive at the Province South of the Danube, Bulgaria. This province, which is a vast undulating plain, is badly cultivated, therefore its local supplies must be scarce. The only railway existing is that running from Rusebuck to Shumla, thence to Varna via Pravadi. The roads in this province generally are bad, in the rainy season almost impassable, while in summer the heat is intense, and the water is both scarce and bad. And thus the Turks will find more difficulty in keeping up lateral communications with their advanced army on the Danube, than the Russians. This plain extends as far South as Shumla, which is situated 400 feet above the plain and on one of the many densely-wooded spurs of the Balkan Mountains, a large and now strongly fortified camp, connected with Varna by the fortified post of Pravadi.

This vast plain would alone be a great obstacle to the advance of a Russian army, as it would find the roads destroyed, heat intense, water, at the best of times, scarce, would be found bad, and thus another enemy, namely disease. And should they be unable to advance rapidly over this territory, as they hardly could do, harassed as they would be by the enemy, many hundreds of men would fall victims to disease. Look at the Russian army in 1828 when investing Shumla, through disease it lost more than 1/3 of its men, and their cavalry horses died at the rate of 100 a day. There is no occasion to look so far back as that; we have only to think how the allied armies of France and England, when encamped on this fatal soil during the commencement of the Crimean War, lost many hundreds by the pestilence. The French in particular, for they were encamped near Shumla, and though military medical science has advanced in the present day equally as rapidly as other branches of military science, yet the Russians, should they get as far, must again fall a victim to the fatal climate; so Turkey has this one ally.

We now come to the second line of defence, the great range of the Balkan Mountains. This range is a mass of thickly wooded mountains running East and West, rising from 8,000 to 5,000 feet in height, and is from 15 to 20 miles in breadth. We can easily imagine what a strong barrier this would be to the advance of any army. But I must here quote the opinion of one of the greatest military authorities of the day, Field Marshal Von Moltke, who says "That the difficulty attending the passage of the Balkans lies far more in the paucity and bad state of the roads than in their height or inaccessibility." Now there are seven passes, they are—

1. Shumla to Karnabat, by Jialikavak and Dobrolo, called the *Bogaz Pass*, very difficult and easily defended (combining fluvial with mountain impediments).

2. The *Chengia Pass*—from Pravadi, by Kogerikoi and Jenikoi to Aidos—difficult but successfully used in 1829 by General Rudiger, with the 7th Russian Corps in 9 days. But let me tell you this advance was never impeded. The pass was not defended.

3. The Coast road from Varna to Burgas, taken in 1829 by General Roth with the 6th Corps—now impassable to the Russians as the Turks have the absolute command of the Black Sea. In 1829 the Russians had command of the sea.

4. The *Shipka Pass*, from Varna to Kasanlik. In the present day the most practicable, a road having been made in 1836, neither difficult or steep, and easily forced, of course leaving out of consideration the nature of its defence.

5. The *Demir Kapu Pass*, called *Iron Gate*—steep, difficult and almost unexplored, consequently impracticable.

6. The road from Tirnova, or Osman Basar to Kasan, and thence to Karnabat, very difficult.

7. The *Lozatz Pass* to Tartar Bazarjik, almost impassable.

I cannot I am sorry to say draw any comparisons between the present positions of the Turkish army, now drawn up to defend the Balkan passes, and the defence of the same in 1829, and consequently by the comparison enable you to see how far the Turks are capable of preventing the Russian advance, presuming the gets so far, as time prevents me. So I must content myself though very reluctantly by simply saying that the passes now are very strongly fortified. Once over the Balkans the advance through Roumelia to Constantinople would be continued along three good roads, namely—

1. From Karnabat by Bujuik Derband, or the Grand Passage, to Adrianople, and thence to Tcheatal Burgas.

2. Aidos to Kirk Kilessia, and thence also to Tcheatal Burgas.

3. The coast road. The only serious obstacle then to be met with after crossing the Balkans is the passage of the defile of Bujuik Derband, which is difficult, almost an impossibility, and as this commands the Grand Passage to Adrianople, it would be a serious obstacle, if well defended, to an advancing army, even elated as that of the Russians would be after what would have become a glorious and successful advance. Once at Adrianople, though the Turks would not be so much as they did in 1829, panic-stricken and helpless at the appearance of a Russian army near their capital, and might offer determined resistance to the advancing Russians, yet I think that ere the Russian army reach, if they are able to, Adrianople, or even no further than to force the Balkans, the Powers of Europe would then interfere and peace would be signed.

I have now arrived at the last heading of my Lecture. The advance of the Russian army, and what preparations the Turks have made to meet it. I will treat with the latter subject first. I have told you in the early part of my lectures that an active part Russia took in the Serbian insurrection, and when from the result, war was imminent between Russia and Turkey the latter took advantage of the armistice, and the title that adapted between the signing of it and the declaration of war by Russia, in moving all her forces from the Serbian frontier to the Danubian line. Now I am quite unable to regret to say to give you the least information as to the true numerical strength of the Turkish army on the Danube. Up to the present time no information has been received. A dis-

tinguished writer of the present day, and one whom until just before the commencement of hostilities had visited what then was the anticipated seat of war, states that there are not more than 100,000 Turks on the Danube, and what is more that the Turkish Commander-in-Chief, himself does not know the strength of his army. But since then the enrolling of volunteers and a system of conscription has been going on in Constantinople, and the contingent from Egypt has swelled their army to a vast amount. Another change in the policy of the Turkish Government has enabled them to increase their army, that of allowing Christians to join. Now do not suppose that these Regiments hastily formed as they are, will be not much better than raw recruits, requiring months of training before they take the field; far from it. For every Turk, and more especially those living in garrison towns, are all in possession of arms and well practiced in the use of them. The advantage of that policy has enabled them within a short time to increase their army by 200,000 men, and it would not be unnatural to suppose that 200,000 Turks now line the Turkish side of the Danube. Whilst pointing out the strength and position of the Turkish Army, I shall endeavour to give you an idea of the Turk as a soldier, by relating how they conducted themselves in the presence of their enemy, then as now, the Russians, in 1828-9, whenever I get an opportunity. Amongst the many fortresses on the Danube the most important are Widin, Rusebuck, Silistria, and Brailow, or as the latter is generally called Ibraila. The latter stands on the left or Russian bank, while the remainder are on the Turkish side. The two fortresses of Widin and Rusebuck are strengthened by detached points on the opposite sides of the river at Kalafat and Giurgiovo. Unlike the Campaign of 1828-9, these earthworks are now unoccupied by the Turks, and are therefore parties to harass the enemy, and also the strong fortress of Brailow is unoccupied by the Turks. Why the Turks have contented themselves with patiently awaiting the arrival of the Russians instead of attempting to destroy at least the railway running from Bucharest to Giurgiovo, I am unable to say. All these forts I have mentioned have of late been much strengthened; but the Turks have unquestionably shown great inactivity in placing their fortresses in a complete state of defence. I must not dwell long on this subject, and will merely state that at the commencement of hostilities the Turks were strongly entrenched at Widin, Florentina, Arzer, Palauker, Rahova, Nicopol, Sitova, Rusebuck, Turtakoi, Silistria, Tchernovoda, Hirsowa, Matchin, Isakohi and Tuelcha, and likewise had strongly fortified the Island of Kala Balina; thus we find her defending the whole line of the Danube, and she is further strengthened by the assistance of gunboats and monitors, which, though exposed to that fearful weapon, a torpedo, they can harass the Russian forces, and are always able to retire out of range of the batteries by running to the many creeks and under shelter of the numerous islands between Matchin and Tchernovoda. The Red Army, Black Russians; the positions as they are now, represent the present position, as far as the latest information we have received by telegram I wish to point out to you the positions of the two armies before the commencement of hostilities.

Now let us see how Turkey has defended her other important strategic points. Shumla has ever been considered as the main bulwark against Russian invasion. It had successfully withstood all Russian attacks in 1774, in 1810, and again in 1828-29 it never was taken. This strong and generally considered impregnable entrenched camp stands 800 feet above the plain. "It is protected on three sides by a chain of wooded hills, while the fourth is defended by a continuous line of works carried along the outer ridge of the plateau and abutting at either end on precipitous heights. This line consists of earthworks with a deep but narrow ditch, and its length is about 8,000 paces, 500 yards in advance of the fortified front a chain of redoubts are extended across the plain." A line of trenches runs from Shumla to Pravadi, thence to Varna, and connects two of the strongest fortresses of an army could invest. Here let me refer you to the opinion of Von Moltke, who thus describes the character of the Turk as a soldier, and will also give you some idea of the strength of Varna: "That defence only begins with a Turk where it ends with any other troops." And in the same campaign 1829, when General Diebitsch threw 26,000 Russians between Shumla and Pravadi, and there out of the Grand Vizier from the remainder of his forces at Shumla, and the Turks though they fought resolutely to cut their way through when driven back, a panic seized them and they fled, the greater part of that Turkish army found its way back to Shumla; and then Von Moltke says "A Turkish army is not easily destroyed, it is only dispersed. With the defence of the Balkans I have little to add to what I have previously told you. A distinguished general which I have been quoted from says "that without the aid of the Russian army could never have crossed the Balkans in 1829." Now great thought and energy have been given to the defence of these passes, and where nature had left off, art has taken up the thread and completed. We might almost look at the passage of the Balkans as impossible. The Turks we know have undisputed command of the sea, thus their right flank is enormously strengthened, and is in a position to seriously threaten the left flank of the Russians. The left flank of the Turks we must suppose to be secure from any flank attack on the part of the Russians. The fortress of Widin, which it would be hardly an assumption to suppose would never fall before the Russian guns, secures her left flank. I have very briefly pointed out the positions occupied by the Turks, and how far she had prepared herself at the commencement of hostilities.

Now for the Russian army. Long before the declaration of War by Russia, the Grand Duke Nicholas found himself at the head of 274,000 infantry, 12,900 cavalry, and 245 guns, concentrated at Kiovenoff, a town on the Roumanian frontier. An army well equipped in every sense of the word, men, fine horses, a force three times as strong as had ever advanced before against Turkey. As soon as war was declared, rapidly and quietly this fine army was pushed forward along the line of railway and by the road almost parallel to it. Their plan of operations was thin to concentrate nearly 600,000 men on the left

bank of the Danube, in two attacking lines; the advanced line was to consist of the 7th, 8th, 11th and 12th Corps d'Armées and the 9th which was originally destined for the defence of the South Coast, this running from Otchakoff to Ackermann was sent to reinforce both the 1st and 2nd lines. The latter consisted of the 4th, 13th, and 14th Corps d'Armées. It will be interesting perhaps if I tell you the component parts of a Russian Corps d'Armées. It consists as follows:—2 Infantry Divisions; 1 Cavalry Division; 1 Brigade of Artillery of 18 guns.

A Division of Infantry consists of 2 Brigades, each Brigade of 3 Battalions each. A Division of Cavalry:—One Regiment of Dragoons, one Regt. of Uhlans, one Regt. of Hussars, one Regt. of Don Cossacks, in all 36,000 men.

So that, according to this statement, the Russians ought to have had at the commencement of hostilities 280,000 men ready to force the passage of the Danube. But I will a little way on show you how this was not the case, and what a vast difference it has made to the Russians the loss of the command of the Black Sea. The Line of the Danube from Sitova to Rahova was held by the 9th Corps d'Armées, from Sitova to Oltenitza by the 12th, from Oltenitza to Hirsowa by the 8th, and the 7th and 11th Corps occupied Braila and Galatz respectively; the 2nd line were in reserve, their positions I am unable to give. The 13th Corps d'Armées I must tell you is what is called 1st Reserve and follows the Army of operations; I presume this Corps d'Armées would furnish troops for the front wherever required, and therefore would be kept up to its full strength. The Commander-in-Chief of the Russian Army, the Grand Duke Nicholas, knowing that the state of the river at the time he commenced his advance would not be practicable for some weeks, wisely took up his positions without haste, and was determined not to commence the passage of the river until every man was at his assigned post. Thus we find the Russian Army taking up its allotted position in splendid condition and without a single casualty.

The Roumanian Army, which then and hardly now exceeds 30,000 men, undertook the defence of the *leste desepse* at Giurgiovo and Kalafat, and the earthworks thrown up at Oltenitza, previous to the arrival of the Russians, and I believe I cannot conceive how the Turks should have allowed so insignificant an army to hold those three places, instead of sending a strong force and occupying these earthworks, and even destroying the railway between Bucharest and Giurgiovo, the great importance of which I have before pointed out, perhaps the knowledge that they had no means of bridging the river was the reason for this inaction; but they ought to have had: we do not hear of a single pontoon train being with the advance posts of the Turks, or indeed at all attached to their army. There would have been no difficulty in their crossing in common boats, as the inhabitants of this part of the river are fishermen, and consequently boats must have been procurable, and they would not have been harassed by an enemy, as even supposing the Roumanians had issued from these entrenched posts, which is exceedingly unlikely, their retreat would have been covered by their fortresses at Rusebuck and Turtakoi. Giurgiovo is most favourable for the Russians at which to concentrate their force, as the bank on both sides is neither muddy or rocky as the chief characteristic of the river; hence the banks on both sides are low and easy of access, that the passage at this point would be considerably easier than at any other, and the Turks with their natural parapet no longer here to help them, actually allow, or rather never attempted to destroy, a railway running from Bucharest, the very centre of the Russian army, and from which overwhelming re-inforcements can be sent, to the most vulnerable point in their whole line of defence along the river. Had the Turks destroyed it, look at the time that it must have taken to repair it, and consequently the loss of time this would have caused in the concentration of the Russian forces at this point. For they must advance in one direct line, they cannot as in 1828 leave a fort in their rear unsecured, as was the case with Silistria, and had they caused this delay in the Russian army, the consequences might have been most serious, for every day brings them nearer to the rainy season, and unless she advances and gains some decisive advantage before the rainy season commences, she will never be able to retire in winter quarters on the Northern side of the Danube again. I do not think her exchequer would permit the extension of the campaign into a second year, and now look at the enormous cost it must be supplying such an army at such a distance from its frontier. The blow must be struck decisively and quickly, and to gain that let us see how far Russia has been successful. We have seen that this favourable opportunity for checking the Russians is past and gone. We find them therefore relieving the Roumanian troops at Giurgiovo and Oltenitza, and taking up their allotted positions along the whole of the North side of the Danube in two attacking lines. The Roumanian army have now passed westward and are concentrated at Kalafat, with what object I will explain presently; their numbers by this may have increased to nearly 60,000. Early in June we find the headquarters of the Grand Duke advanced as far as Crocotea, a suburb of Bucharest, for then the neutrality of Roumania prevented Russian troops from occupying or even passing through its capital, Bucharest. Now it is very different; Roumania has declared her independence, and we shall shortly hear of the Prince declared King. I am mentioning this as it will be of vital and serious importance, to Russia should this happen. With such rapidity and precision did the Russian troops move that at the appointed time we find the Russians commencing a general bombardment along the whole line of the Danube. The information we receive prevents us following in detail the advance of the Russian army, for such it has now become—and the telegrams can of course but briefly say what actually has happened. Now, we are told the Russians crossed the Danube with parts of their 7th and 11th Corps d'Armées at Galatz and Ibraila. Whether the Turks made much resistance we are not clearly informed; I should presume not, as the Russian advance down the Dobrudzha will be over the worst description of country; but up as it is with deep and precipitous water courses—the local supplies likewise being scarce. No doubt the Turks now steadily retreating before them, will endeavour to check them on the line of railway between Tchernovoda and Kiovenoff. Thus we hear of the passage of the Danube successfully accomplished at Hirsowa, again without opposition, and now we know that not only have they crossed at Sitova, but their headquarters are actually there; then another telegram informs us of their advance and capture of Hirsowa, and also that Russian infantry have reached

Tirnova; how this could have been accomplished, exposed as they are to the mercy of a large force which could easily be sent against them, is unaccountable. I heard it accounted for by one for whose opinion I have the greatest respect, "that they were born there." I hardly think that this can be true. Even the passage at Sitova and their immediate advance without waiting for the general success of the whole line, would hardly cause more than ordinary anxiety to the Turkish Commander-in-Chief, as he could attack them with an overwhelming force. The advance of the Russians must be spontaneous along the whole line to be successful. I see this morning that a telegram was received stating the defeat with heavy loss of the Russians and their retreat upon Sitova. It is what I fully anticipated; the Russians made a fatal error in not advancing with support from both their flanks, and this can only be accomplished by the successful passage of the Danube by the Russians along its whole line. So now the Russians are again back at Sitova and no doubt will be vigorously attacked by the Turks who would cause fearful havoc in the Russian army could they compel them to re-cross. So this is the present position of the contending armies.

I must, even at the risk of hazarding your kind patience, point out to you, why as I stated above the Russian Army is not 280,000 strong on the Danube. It will interest my sailor audience especially. We know that the Turks, are in undisputed command of the Black Sea, and owing to the active part taken by the Fleet, and the rapid way they appear at the different Russian ports, in some cases bombarding them, and in others landing troops and successfully attacking the Russian flanks in Asia Minor, other times landing troops and assisting in the insurrection of the Christians against their rulers, and thus drawing off Russian troops from their main army to suppress these risings, and owing to the daring on the part of the Navy, the inhabitants at Odessa and along that coast tremble lest the Fleet should come and bombard their great port, and also their great Naval Arsenal at Nikoliev. Thus part of the 13th Corps d'Armées have been recalled from the Danube to defend the coast line from Ackermann to Ochoakoff. For the same reason part of the 14th Corps d'Armées have been withdrawn to defend the Crimea, and suppress the revolutionary feeling now existing among the Tatars. So we see the original force intended for the Danube has been much reduced. Now just a few words about the Roumanian troops concentrated at Kalafat. Presuming that the Russians are victorious on the Danube, that they are able to make Kiovenoff untenable to the Turks, this army crosses the river there together, with the Russian force assembled there, marches thence on to Sophia, is here joined by 30,000 Servians, who are looking to take up arms against Turkey, and declare her independence, then this combined army numbering no less than 100,000 men would advance along the road via Philippopolis and Adrianople; these joined by the advancing Russians then go on to Constantinople. But that will be done at the cost of Russia finding herself exposed to another enemy and Turkey strengthened by an ally, I mean Austria. I will not strengthen my statement by any remarks. I feel I have encroached on your generous patience already, though I am sorry I could not say a few words about the war going on in Asia Minor. I sincerely trust I have been successful in explaining the leading incidents in this great question, and as I have endeavoured to do so as simply as I could for the benefit of the sailors and soldiers, those who were not as well informed as I was on the subject will have, I hope, derived some information and interest in this war.

NEWS BY THE AMERICAN MAIL.

The O. & O. S. Gaelic brings files from San Francisco to June 9th, from which we take the following items.

London, June 8.—The Times in its leading article, says—"So far as can be judged, the fortune of war will be adverse to the Turks. The operations may not have the rapidity of recent wars, but the Turks are overmatched and must succumb in the end. This catastrophe Europe will accept. No nation will go to war again to support that which cannot be supported. No real statesman will cling to a dead element in a system, instead of looking for its living forces. We know that we must seek for that which is to replace the failing Power. To this we cannot too soon direct our attention. Count Von Moltke regards Russia's chances as steadily improving, in consequence of the extraordinary negligence and lack of foresight of the Turks.

A despatch from St. Petersburg says: Prince Gortschakoff's note to Lord Derby, of which Count Schouvaloff is the bearer, states that the Czar does not want any territorial increase in Europe, but only desires autonomy for Bulgaria, and the independence of Roumania and Servia. He demands a cessation of Armenia from Bayazid to the coast, but not including Erzeroum.

A special possession of the heights in the rear of Giurgiovo, and opened fire upon the enemy. The accuracy of the Turkish fire was remarkable. The boats were destroyed by it, and it seems evident that they have some gunners of other than Turkish extraction directing their cannon.

London, June 8.—The Bath and West-England Society's Centenary was celebrated to-day. At Widcombe the suspension bridge fell, and about 200 persons were precipitated 30 feet into the river Avon. Twenty dead bodies have been recovered; and it is feared that others perished. Many were injured.

Bath, June 6.—From 100 to 200 persons, mostly well-to-do farmers, were upon the toll bridge leading from the railway platform when it fell. It was a light wooden structure, about thirty feet long and thirty to forty feet high, without centre support. It snapped in the middle, and the ends were wrenched clean off, when the whole mass plunged into the stream, which was about seven feet deep. The work of rescuing is going on.

Bath, June 6.—Evening.—It is now estimated that about twelve persons were killed and fifty-one injured, some fatally, by the fall of the Widcombe bridge.

Paris, June 8.—At a meeting of the Canal shareholders to-day, M. de Lesseps announced that ten votes were secured to the English Government.

London, June 9.—On the 23d Gen. Grant will dine with the Prince of Wales. This will be the grandest entertainment of Gen. Grant's visit, in point of the rank of the guests. The dates of the dinners with the Queen, and with Earl Derby are not fixed. Earl Jarnac's dinner has been declined, on account of other engagements. The ex-

President takes precedence at every entertainment of all others but the Royal Family. Gen. Grant will leave London on the 27th of June, and will probably go to Paris.

A CLEVER, to a young lady from the country who was blundering for stockings instead of hose, "What number do you wear, Miss?" She looked at him an instant with ineffable scorn, and then replied, "I wear two, sir. Do you think I am a contipede?"

A curious item in the military estimates of the greater military Powers of Europe is the sum now set down annually for the providing and maintenance of a certain number of pigeon-breeding establishments and houses. The large German fortresses of Cologne, Metz, Mayence, Strasburg, and others are all supplied with a complement of pigeons, and in France great efforts have been and still are being made to ensure that there shall be a good stock of these birds in every garrison town. The idea which had been frequently mooted of utilizing carrier pigeons as the bearers of military despatches was first worked out in practice during the investments of Paris and Metz in the late Franco-German war. So vigilant was the watch kept by the Germans over all the approaches leading into the fortresses, that in fact no other messengers could enter the beleaguered towns. Balloons could leave the cities, and passing high in the air over the investing lines, deposit their burdens in the open country; but aeroplanes are not yet sufficiently developed to allow the reverse operation to be carried out. Pigeons, however, could be trusted, under certain easily fulfilled conditions, to return with all speed to their homes; and, consequently, numbers of them were taken out of Paris in balloons, to be subsequently laden with despatches, with which they then returned to the capital. At first the messages were tied round the necks to the pigeons; but it was found that, when this was done, many of the birds returned without their despatches, having probably got rid of them themselves during their flight. The plan was therefore adopted of reducing the despatches, by the aid of photography, to the smallest possible dimensions, and enclosing them in a quill, which was then fastened under one of the larger feathers of the pigeon's wing. By this means not only was the loss of the despatches avoided, but they were also protected from partial destruction or obliteration by the weather.

The fortress of Kars, the siege of which is likely to form an interesting episode in the present campaign, as it has in former wars between Russia and Turkey, is situated in a bend of the river of the same name. Before the Russians evacuated the place in 1855 they blew up and demolished the greater part of the existing fortifications. The ruins of the works have since been repaired, however, and several entirely new forts have been constructed. The fortress in its present state consists of a bastioned enclosure, traced upon an irregular quadrilateral. This again is enclosed by a griddle of detached works, three of which are large forts, the others smaller redoubts having reciprocal flanking defence. Of the outlying forts the strongest, both by reason of its commanding position and also of the care bestowed upon its construction, is Fort Arbatsh, situated upon the Ak-Dagh, a height which rises up on the north-west of the town to a height of about 250 feet, completely overlooking all the ground in front of it. The work itself is a pentagonal bastioned fort, well provided with bomb-proof magazines and secure accommodation for its garrison. On the Kara-Dagh, a range of heights which surrounds the town on the east and south, are the Tabia and Madshehar forts, both works of considerable strength. Among the armament of the fortress are many guns of large calibre and modern construction, provided by the care of the late Turkish Minister of War, Hussein Avni Pasha, who justly regarded Kars as the most formidable obstacle to an advance of the Russians into the Asiatic possessions of the Porte.

Quotations.

HONGKONG, July 10, 1877.	
OPIMUM.—New Patna, cash, \$562	credit, 560
" Old Patna, cash, 560	credit, 560
" New Benares, cash, 547	credit, 547
" Old Benares, cash, 550	credit, 550
" New Malwa, cash, 575	credit, 580
" Old Malwa, cash, 595	credit, 600
" Allowance Tael, 32 a 48	
" Allowance Tael, 48 a 64	
CAMPION,	19.00
QUICKSILVER,	62.50 a 63.50
SALTPEPER,	7.10 a 7.75

Exchange.

Bank, on demand,	4/
" 30 days' sight,	4/04
" 6 months' sight,	4/03
Credit,	4/1
Documentary, 6 months' sight,	4/11
Bombay, demand Rupees,	231
Calcutta,	231
Shanghai, demand,	74 1/2
" 30 days,	74 1/2
Bar Silver, 17 dwts. B.,	8 prem.
Moldavia,	15
Gold Leaf,	26.60
English Sovereigns,	4.95
Australian Sovereigns,	4.95
Discount,	9 a 10

Shares.

Hongkong Bank, 88 1/2 prem.	
Union Ins. Society of Canton, \$775	
China Traders Ins. Co., \$2,700	
Chinese Insurance Co., \$240	
Yangtze Ins. Association, Tls. 788	
H.K. Fire Ins. Co., \$580	
China Fire Ins. Co., \$150	
H.K. & W. Dock Co., 27 1/2 dis.	
H.K. O. & M. S. Boat Co., 1/2 dis.	
Shanghai Steam Navigation, Tls. 23 1/2	
Hongkong Gas Co., \$78	
Hongkong Hotel Co., \$710	
Chinese Imperial Loan, \$108	

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, July 10, 1877.

BAROMETER.—9 A.M.,	29.890
" 1 P.M.,	29.554
" 4 P.M.,	29.508
THERMOMETER.—9 A.M.,	87 1/2
" 1 P.M.,	88
" 4 P.M.,	88
" (Wet bulb) 9 A.M.,	81 1/2
" 1 P.M.,	81 1/2
" 4 P.M.,	81 1/2
" Minimum over night	89

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
ALSO,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
CATHAY, Captain DUNDAS, will leave
this on SATURDAY, the 14th July, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, July 2, 1877. jy14

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be de-
parted for San Francisco via Yoko-
hama, on TUESDAY, the 17th July; at
2 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 16th July. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, July 5, 1877. jy17

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

AE YON,
SHIPS' COMPRADORE AND
STEVEDORE,
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

WONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every
description of COAL at Moderate Prices.
Mr ANYON has been appointed Manager,
and all Orders addressed to him at 87,
Praya, or to Mr FAT JACE, at 30, Hing
Lung Street, will receive immediate atten-
tion.
Hongkong, March 19, 1877. mc19

Now Ready.

"THE CHINA REVIEW,"
No. 6, Vol. V.
Annual Subscription, Six Dollars and
a Half.

CONTENTS.
Review of a Chinese Manuscript New
Testament.
A Legend of the Tang Dynasty.
Ethnological Sketches from the Dawn of
History.

Brief Sketches from the Life of K'ang-ming,
(Continued from page 512.)
The Tang Hou Chi, A Modern Chinese
Novel.

Notes on Chinese Grammar (Continued from
page 285.)
Short Notices of New Books and Literary
Intelligence.

Collected Bibliographies.
Notes and Queries—
Inheritance and "Patria Potestas" in
China.

Touss Sol-fa Notation in Chinese.
Chinese Novels.
A Difficult Character.
Chinese Cloisonné Enamel.
Russian Schooling.
The Right Gent.
The Flea of Hare.

Seeds of Sorghum.
Anised Oil and Sandalwood.
Krypta.

Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, July 9, 1877.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
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CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matched, on Goods on board
Vessels and on Halls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

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Company, are prepared to grant In-
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General Agents.

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POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
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£45,000 on Buildings, or on Goods stored
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Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

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Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

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GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

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INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
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Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
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to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
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HOLLIDAY, WISE & Co.,
Agents.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, October 14, 1868.

Insurances.

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COMPANY, LIMITED.

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NO CHARGE FOR POLICY FEE.

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Secretary.

Hongkong, November 1, 1871.

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usual Rates, subject to a discount of 20
per cent.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name. Captain. Flag and Reg. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers.

Ambato	4 c Brown	Brit. str.	973	July 10	A. McG. Heaton	S'pore, Calcutta, &c.	14th, 3 p.m.
Arratoon Apcar	5 c MacTavish	Brit. str.	1392	July 8	David Sassoon, Sons & Co.	Shanghai, &c.	To-day
Atalanta	5 c Petersen	Ger. str.	783	July 7	Stamson & Co.	.....	McD. S. Slip
Elgin	5 c Miller	Brit. str.	900	July 7	Jardine, Matheson & Co.	.....	.....
Emu	5 c Blanco	Span. str.	222	June 3	Remedios & Co.	.....	.....
Fernow	2 h Bergen	Brit. str.	700	July 4	Chinese	.....	.....
Flintshire	3 c Thomas	Brit. str.	1243	July 7	A. McG. Heaton	Yokohama & Higo	To-day
Glamis Castle	4 c Greig	Brit. str.	1688	July 7	Adamson, Bell & Co.	Foochow	14th inst.
Lorne	4 c McCulloch	Brit. str.	1084	July 7	Jardine, Matheson & Co.	.....	.....
Lotus	2 h McNabb	Brit. str.	1407	July 3	David Sassoon, Sons & Co.	.....	.....
Macgregor	3 c Newell	Brit. str.	1408	July 1	Gilman & Co.	.....	.....
Macao	3 c Johnson	Brit. str.	687	July 8	Hop Kee & Co.	.....	.....
Macao	4 c Jacques	Brit. str.	971	July 8	Jardine, Matheson & Co.	.....	.....
Macao	5 c Leconte	Feb. str.	2125	July 8	Messageries Maritimes	.....	.....
Polho	4 c Coles	Brit. str.	820	May 29	Ah Yon	.....	.....
Thales	4 c Rhode	Brit. str.	1271	July 3	Jardine, Matheson & Co.	.....	.....
Venice	5 h Hunter	Brit. str.	334	June 4	Hok Moh Leong	.....	.....
W. Cores de Vries	5 h Hunter	Brit. str.	285	July 7	Landstein & Co.	.....	.....
Wash	5 h Hunter	Brit. str.	783	June 28	Stamson & Co.	.....	.....
Yangtze	5 h Hunter	Brit. str.	559	July 7	Douglas Laprak & Co.	.....	.....
Yesso	5 h Hunter	Brit. str.	559	July 7	Douglas Laprak & Co.	.....	.....

Sailing Vessels.

A. S. Davis	7 c Ford	Amer. sh.	1399	June 19	Douglas Laprak & Co.	.....	.....
Adela	8 c Battie	Brit. bge.	352	July 6	Eduard Schellhaas & Co.	.....	.....
Albion	8 c Gullbert	Brit. bge.	300	July 6	Jardine, Matheson & Co.	.....	.....
Alphington	8 c Cunningham	Brit. bge.	828	July 8	Wieler & Co.	.....	.....
Angustura	8 c Boysen	Brit. bge.	418	July 7	Carlowitz & Co.	.....	.....
Annie Lorway	8 c Gales	Brit. bge.	752	July 7	Order	.....	.....
Annie S. Hall	4 c Nelson	Amer. sh. sc.	455	July 6	Douglas Laprak & Co.	.....	.....
Auguste	3 c Bernard	Ger. bge.	860	July 6	Carlowitz & Co.	.....	.....
B. Caldwell	1 c Peterson	Brit. bge.	482	July 6	Order	.....	.....
Belted Will	7 h Branthwaite	Brit. bge.	813	June 24	Vogel, Hagedorn & Co.	Shanghai	Wanchai Pier
Benulutha	8 c Higgins	Brit. bge.	970	July 2	Meyer & Co.	.....	.....
Bianca Perlica	4 c Lancroft	Ital. bge.	666	June 22	Landstein & Co.	.....	.....
Bonita	3 c Stehr	Ger. sh. sc.	340	June 27	Eduard Schellhaas & Co.	.....	.....
Brown Brothers	2 h Goodell	Amer. sh.	1498	June 9	P. & O. S. N. Co.	Puget Sound	Cleared
Cactus O.	2 c Olvair	Ital. bge.	791	July 6	Order	.....	.....
Caston	2 c Knudsen	Slam. sh.	770	June 23	Chinese	.....	.....
Carl	3 c Thomson	Ger. sh.	215	July 1	Arnhold, Karberg & Co.	.....	.....
Charlotte Andrews	5 c Specht	Ger. bge.	420	July 6	Wieler & Co.	.....	.....
Chang Hoon	5 c Place	Brit. bge.	358	July 1	Rosario & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Slam. sh.	200	April 30	Chinese	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	690	May 21	Russell & Co.	London	.....
Chow Sze	7 h Cheng Sang	Slam. sh.	462	July 8	Stamson & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Amer. sh.	777	July 5	Oliphant & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	395	June 24	Wieler & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	354	July 1	Order	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	354	June 13	Meyer & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	354	July 7	Gilman & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	354	July 8	Adamson, Bell & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	354	July 8	Landstein & Co.	.....	.....
Chow Sze	7 h Cheng Sang	Brit. bge.	354	July 8	Arnhold, Karberg & Co.	.....	.....